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Nebraska Tractor Tests

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Larsen

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January 1929

### Test 155: Case 26-40 Model L

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UNIVERSITY OF NEBRASKA AGRICULTURAL ENGINEERING DEPARTMENT  
AGRICULTURAL COLLEGE, LINCOLN

Copy of Report of Official Tractor Test No. 155

Dates of test: March 16 to 27, 1929.

Name, model and rating of tractor: Case 26 \* 40 Model "L".

Manufacturer: J.I. Case Threshing Machine Co., Racine, Wis.

B R A K E H O R S E P O W E R T E S T S

	:Crank	:	Fuel Consumption	:	Water consumption	:	Temp.	:	
H. P.	:shaft	:		:	per hour gallons	:	Deg. F.	:	Barometer
	:speed	:	Gals. :H. P. :Lbs.@	:	Cool-:In	:	Cool-:	:	Inches of
	:R.P.M.	:	per :hrs.@ :H.P.	:	ing :fuel :Total	:	ing :Air	:	mercury
	:	:	:hour :gal. :hour	:	:	:	:med.	:	:

OPERATING MAXIMUM LOAD TEST. ONE HOUR (95 of maximum load)

44.01 : 1099 : 4.461 : 9.87 : 0.692 : 0.0 : 0.0 : 0.0 : 190 : 61 : 28.18

RATED LOAD TEST. ONE HOUR

40.22 : 1102 : 4.123 : 9.76 : 0.701 : 0.0 : 0.0 : 0.0 : 183 : 62 : 28.17

VARYING LOAD TEST. TWO HOURS

40.18 : 1102 : 4.140 : 9.71 : 0.705 : 0.0 : 0.0 : 0.0 : 185 : 62 : --

0.595 : 1154 : 1.342 : 0.44 : 15.429 : 0.0 : 0.0 : 0.0 : 156 : 64 : :

20.59 : 1119 : 2.377 : 8.66 : 0.790 : 0.0 : 0.0 : 0.0 : 183.5 : 63 : :

41.57 : 1095 : 4.145 : 10.03 : 0.682 : 0.0 : 0.0 : 0.0 : 186.5 : 62 : :

10.52 : 1140 : 1.728 : 6.09 : 1.124 : 0.0 : 0.0 : 0.0 : 176.5 : 62 : --

30.50 : 1108 : 3.110 : 9.81 : 0.697 : 0.0 : 0.0 : 0.0 : 185 : 64 : :

\*\* 24.32 : 1119 : 2.807 : 8.66 : 0.789 : 0.0 : 0.0 : 0.0 : 179 : 63 : 28.16

\*\* - The last line is the average for the two hours - - - - -

D R A W B A R H O R S E P O W E R T E S T S

	:Draw	:	Speed:	Crank	:	Slip	:	Fuel Consumption	:	Water:	:	Temp.	:	
H. P.	:Bar	:	miles:	shaft	:	on	:	H.P. :Lbs.	:	used	:	:	:	Barometer
	:pull	:	per	:speed	:	drive	:	Gal. :hr. :per	:	Gal. :Cool-:	:	Air:	:	Inches of
	:pounds:	:	hour	:R.P.M.	:	wheels:	:	per :per :H.P. :per	:	ing	:	:	:	mercury
	:	:	:	:	:	%	:	:hour :gal. :hour	:	:hour	:	:med	:	:

RATED LOAD TEST. TEN HOURS. Intermediate Gear.

26.28 : 2855 : 3.45 : 1095 : 9.71 : 4.028 : 6.52 : 1.049 : 0.13 : 185 : 65 : 28.95

MAXIMUM LOAD TEST

29.66 : 3427 : 3.25 : 1110 : 15.65 : -- : Not:Recorded : -- : -- : 192.5 : 73 : 28.84

30.08 : 2645 : 4.26 : 1096 : 11.05 : " : " : : : : : 174.5 : 68.5 : 28.84

30.02 : 4555 : 2.47 : 1154 : 21.91 : " : " : : : : : 187 : 69 : 28.95

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BRIEF SPECIFICATIONS

MOTOR: Make O)wn Serial No. 300202 Type 4 Cylinder vertical  
Head "I" Mounting Lengthwise  
Bore and stroke: 4-5/8 x 6 in. Rated R.P.M. 1100  
Port Dia. Valves: Inlet 1-5/8" Exhaust 1-7/8"  
Belt pulley: Diam. 13 in. Face 8 1/4 in. R.P.M. 780  
Magneto: Robert Bosch Model FU4  
Carburetor: Kingston Model L3 Size 1 1/2  
Governor: Own No. -- Type Flyball  
Air Cleaner: Own make Type Oil filter  
Lubrication: Pressure

CHASSIS: Type 4 Wheels Serial No. 300202 Drive Gear & Chain  
Clutch: Twin Disc Type Disc operated by Hand  
Advertised speeds, miles per hour: Low 2.5  
Intermediate 3.25 High 4.00 Reverse 2.75  
Drive wheels: Diameter 48" Face 12"  
Lugs: Type Spade No. per wheel 28 Size 4.8"x3.4"x6.25"  
Extension rims: Width None Seat Pressed Steel  
Total weight as tested (with operator) 5307 pounds.

FUEL AND OIL

Fuel: Kerosene Weight per gallon 6.84  
Oil: Mobiloil "A" To fill crankcase 3 1/2 gallons  
Additional amount used during test 4 Gal. Mob. A & 1 1/2 Gal. Mob. B.  
Total number of hours of test 58



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REPAIRS AND ADJUSTMENTS

Before the official belt tests were run, the weighted air valve in the carburetor was given a few thousands more end clearance and approximately 5/32 inches was removed from the crown of the belt pulley.

REMARKS

The tests herein reported were conducted with one carburetor setting which remained unchanged throughout the tests. This condition should be recognized when comparing this test with any Nebraska test conducted prior to 1928.

In the advertising literature submitted with the specifications and application for test of this tractor we find no claims and statements which, in our opinion, are unreasonable or excessive.

The results of this test indicate that the rating of this tractor does not exceed the provisions of the tractor rating code of the American Society of Agricultural Engineers and the Society of Automotive Engineers.

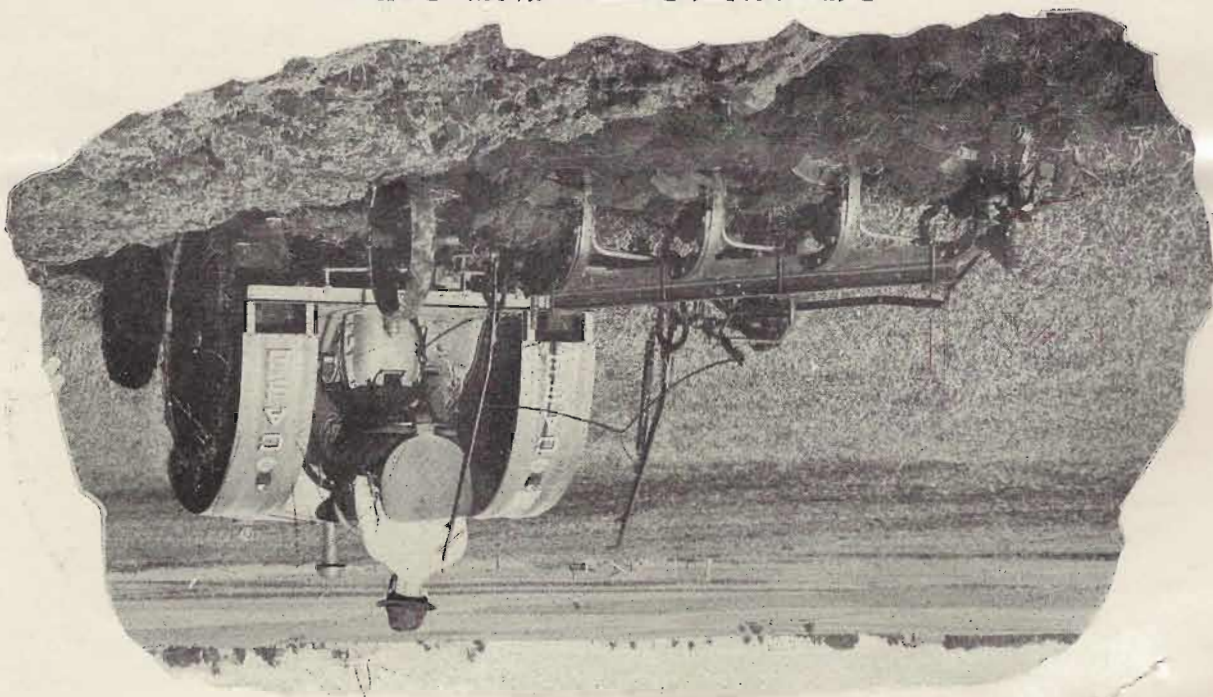
We, the undersigned, certify that above is a true and correct report of official tractor test No. 155.

Lew Wallace  
Engineer-in-Charge

\_\_\_\_\_  
\_\_\_\_\_  
Board of Tractor Test Engineers

# The New Case Model "L" Tractor

Pulling 4-14 Inch Bottoms at 3 1/4 Miles Per Hour



FOUR YEARS of extensive development have gone into the perfecting of the new Model "L" Case tractor.

During that time dozens of machines were made and tried out. Model after model was designed, built, tested and discarded after field trials showed that further improvement could be made.

Farmers who watched these experimental tractors working begged for the

opportunity of buying similar machines because they were enthusiastic over their

performance, and because they had confidence in the Case name. We did not

wish, however, to place a new tractor on the market until we were satisfied that we

had a tractor far ahead of any other, possessing every good advantage of present day tractor design, with *additional*

*features* as well.

Even when the design of the Model "L" was finally perfected the tractor was given thorough and severe tests before being placed in production. Several machines were used under the hardest working conditions that could be found—from the

muddy rice fields and gumbo of Texas to the dusty orchards of California. The machines were required to stand punishment which no sane user would expect to give the owner of a Model "L," the *utmost in dependability of performance, durability of construction and economy of operation.*

The excellent performance of the Model "L," in these long, grueling tests exceeded our anticipations. The Model "L," in our opinion, will out-perform any comparable tractor on the market. This new Case tractor will give unusual satisfaction in the hands of users everywhere. The cost per horse power hour of the Model "L," over its long years of profitable usefulness—the true standard of tractor value—will be gratifyingly low.

In the Model "L," you can obtain a tractor which, we believe, has no equal. A few of its many advantages are described on the following pages.